THE TOUR OF THE LAKES.

THE JOURNEY OF THE DULUTH EXCURSIONISTS AS FAR AS MARQUETTE.

From Our Own Correspondent. MARQUETTE, Aug. 17 .- The pilgrimage of the excursionists through the lakes has continued thus far most prosperously, being favored by beautiful weather and generally a calm sea.

We left Detroit on Sunday evening, and, passing through Lake Huron, entered the St. Marie, and approached the Sault Canal on Tuesday afternoon. Our passage through the river was rendered interesting by the spectacle of Indian cabins and wigwams on both the Canadian and American shores. The passage of a steamer with so many passengers seemed to attract the natives as something unusual, as they turned out to gaze and return the waving of handkerchiefs with hurrahs and waving of hats, etc.

One little papoose scarce knee high shook a green bough as an olive branch towards the passing boat. We passed Sugar Island, on which is located an establishment where raspberry jam is manufactured, the berries being gathered by the Indians. On the island is a store bearing the sign of "Raspberry Jam," indicating that this is the sole commodity for sale. The canal is located on the American side, and is a noble work, though sadly needing repairs and enlargement to meet the growing trade between Lakes Huron and Superior. At the lower end of the canal is stationed the revenue cutter Michigan, in front of Fort Brady. On the Canadian side there is a considerable settlement around the old station of the Hudson Bay Company. The canal is not more than half a mile long, with two locks, and our passage through it was accomplished in a very short time. To give the excursionists an opportunity for a walk, and to visit the various objects of interest, the steamer delayed starting for several hours. A number of gentlemen and several ladies enjoyed the pleasure of shooting the rapids by embarking in Indian canoes, which, guided by Indians at bow and stern, passed swiftly through the boiling waters at a rate that made the spectators giddy as they watched

Embarking again, the steamer started about 5 o'clock. Near the outlet of the canal we passed the wreck of the steamer Ontonagon, which the day previous, in passing through on her way from Chicago to Marquette, struck a rock in the canal, causing her to leak, and she finally sunk on the beach. All the passengers on board lost their baggage, but fortunately escaped in the beats. There were eighty head of cattle on board and large numbers of sheep. The cattle mostly escaped by swimming ashore, but the sheep were drowned. The boat can be raised at an expense of about \$10,000.

The excursionists are by no means a grave and reverend set like the pilgrims to the Holy Land whose doings are recorded by the inimitable Mark Twain. The dinnertable small talk is enlivened by the punning disposition of Judge Brewster, and the rector of Trinity (Rev. Dr. Vinton) lends his aid occasionally in keeping up the flow of conversation, so that even the gravity of Judge Paxson gives way to the cheering influences of his surroundings. The evenings are passed generally on deck, enjoying the moonlight and the cool breeze, while later they gather in the cabin to listen to the instrumental and vocal music of the ladies and gentlemen. There are some good voices among the colored waiters, and they occasionally lend their aid by giving specimens of Ethiopean minstrelsy. There is a deep-laid plan of having a performance of the burlesque of Pocahontas before the company reach Duluth. There is no copy of the play on board, and the various parts have been written out from memory to meet the stage requirements. As this difficulty has been surmounted, there can be no doubt that the performance will be a success.

The steamer left the canal last evening, and about daylight this morning the bell was rung in order to rouse the passengers so that they could gaze on the Pictured Rocks. Nearly all were soon gathered, and they had a very fine view of this natural euriosity. Some portions of the rocks were really grand, though the sun was wanting to bring out the colors in full effect. During the passage there was a brisk gale, which caused a great portion of the passengers qualmishness, though not actually sick. A furious rain squall succeeded, which beat down the sea, and in a few hours the sun broke out, and by lunch time nearly all had recovered their good humor, with an appetite to do justice to the good things spread before them.

Among those on board is E. T. Evans, Esq., of Buffalo. This gentleman is owner of the steamer Winslow, and has not only placed that vessel at the disposal of the projectors of this excursion, but most munifi-cently defrays the whole expenses. The Evans line of propellers now consists of six steamers running between the various lake ports, which is soon to be increased by three others. A new line of iron steamers, to meet the anticipated freight and passenger traffic between Duluth and the other lake ports, will soon be started. They are to be much larger than the present boats, and fitted up to carry 150 passengers. Three of these boats have already been commenced at Buffalo, and as many more contracted for. This new line, styled the Atlantic, Duluth, and Pacific Lake Company, is the Lake organization of the Lake Superior and Mississippi Railroad Company. It has an ample cash capital and will be managed by Mr. E. T. Evans. The railroad company have determined that these new boats shall be the finest, safest, and best built on the lakes. A number of wooden steamers, including General Ward's celebrated boats, have been chartered to meet the demands of the trade until the new boats can be constructed. They will be monster palaces of comfort, and will be in commission early next spring. This bold and far-sighted policy of the railroad company will virtually extend their road to all the great points which line the southern shore of Lake Erie. Messrs. S. M. Felton, W. G. Moorehead, and J. Hinckley are the executive managers of the Lake Superior and Mississippi Railroad Company, and Messrs. W. Thorn, I. D. Potts, and H. H. Houston executive managers of the steam-

ship company.

SOUTH AMERICA.

PARTICULARS OF THE GREAT STORM AT VALPA RAISO-THE REVOLUTION IN URUGUAY-CAP TURE OF THE CAPITAL OF ENTRE RIOS.

CHILE. Disastrous Storms.

Valparaiso, always unfortunate in storms, fires, epidemics, and bombardments, has again been a victim to one of those furious northers that have always been productive of such destruction in our bay, and have given to it such an unenviable reputation. On the morning of the 11th of July the storm commenced, and continued in all its fury until about noon of the following day. The men-of-war and steamers in the port immediately got up steam and stood out to sea, after having aided as far as in their power such vessels as especially required their assistance. From this circumstance, and that of the comparatively small number of ships in the bay, but few disasters occurred on the water, only three or four coasting brigs and schooners receiving serious damage, and but two vessels of same class totally wrecked. But on shore the injury inflicted wa of much greater consideration. The bonded warehouses belonging to the Government, and new being repaired from the effects of the Spanish attack in 1866, were the especial object of the tempest; the extensive esplanade running along the whole front of these buildings was totally destroyed and carried away, and the water entering the deposits, caused serious damage to the foundations of the stores and to the goods there de-posited. The loss here alone is estimated at more than \$200,000. The wharf in front of the Boisa and the Malecon or promenade to the east of this edifice were also completely lost, the materials composing them being carried out to sea and again thrown on shore in an ulmost unrecognizable condition. The rallway along shore running to Santiago was also submerged and the rails and embankment in many places have disappeared. A number of houses were inundated, and the whole damage may be put down at \$400,000.

URUGUAY.

Progress of the Revolution. MONTEVEDEO, July 17.—The civil war in this republic is still the absorbing topic of the day, the Gaucho leader (Aparicio) seeming to be a match for all the generals of the Colorado party in power now, and also have sent out to destroy his army, a fact further from accomplishment than a few weeks back, since the army is able to commit raids in almost every province, even to within a few miles of this capital. President Battle is still in the field, having his headquarters at Durazno; but Aparicio, outmaneuvring Caraballo, commanding the national forces, threw out a strong guerilla band, which cut the communications from Battle's headquarters to this city. A party of 400 made a dash at Colonia a few days ago jeopardizing American property there so that the gunboat Wasp, commanded by Rear-Admi-ral Lasman, probably at the request of Colonel Manton, was compelled to interfere. General Borges left this city on the 16th Inst. to reinforce the army, with 700 men, mostly

THE BATTLE OF WISSEMBURG.

Particulars of the Engagement-An English

The correspondent of the London Standard, writing from Mayence under date of August 5, closes his letter with the following description of the battle of Wissemburg, having obtained his information, as he says, from both German and French soldiers who were engaged in the

situated upon the Lauter, at the edge of the French frontier. It is a station upon the railway from Strasburg to Mannheim. It is generally marked upon maps as a fortified town, but this is an error. The Wissemburg lines still exist, but are unarmed and by Marshal Villars in 1705, during the Spanish war of succession. The best proof that they are not at present armed is that, although the Prussians have taken the town, the only gun they have captured is a small field piece. Had there been many guns in position, they must, of course, have fallen into their hands. Between Wissemburg and the Rhine the country is nearly a dead flat; to its left, however, it is broken up into hills, among which the Lauter, which above Wissemburg is a Bavarian stream, has its source. The hill immediately to the left of Wissemburg appears to be called Geis-berg, though it is not marked by that name in the

maps that I have by me.

Between 1 and 2 o'clock yesterday, a French division, estimated at 25,000 men, advanced from Wissemburg, crossed the Lander, and attacked the 5th and 11th corps d'armée of the Prussians, which were stationed in or near Bergzabern in the Landau road Here the fight raged with the greatest fury. orchard, every dwelling was contested with the most extreme obstinacy. The Freach chassepot committed the greatest destruction among the Prussians ranks at short distances; but I have not been able to hear whether the mitrailleuse was brought into action, or, if so, with what effect. The contest was a most obstinate one; the French claim that they were gaining ground, while the Prussians admit that the French fought with extreme and desperate bravery. At this time the Crown Prince moved the 2d Bavarian Corps d'Armee down behind the hill of Geisberg, probably as far as the village marked on the map as Lemb, which is about the marked of the south of sians ranks at short distances; but I have not been two miles distant from and a mile to the south of Wissemburg. Following the Lemb-Wissemburg road, they crossed over Geisberg, and fell upon the rear of Wissemburg, capturing some 500 prisoners, the French tents and stores, and then attacked the French in the rear, these being, therefore taken between two fires. Although taken by fore, taken between two fires. Although taken by surprise, the French appear to have defended them-selves with extreme gallantry, and contrived to reselves with extreme galiantry, and contrived to retire from the field of action with the loss only of one
four-pounder gun, of which the horses were killed.
The Prussian officers speak in terms of high admiration of the galiantry of their enemies, and these
return the compliment, speaking with special laudation of the Bavarians. How far this account is true
I know not, but it bears strong marks
of likelihood on its face, and if si non evero,
is at least ben frovato. It is at least the
connected story which I make out from
a variety of statements. I admit that there is a
weak point. It is difficult to see how the French,
caught in so complete a trap, extricated themselves caught in so complete a trap, extricated themselves with the loss of so comparatively few prisoners and of one gun only. Driven off the road to their right they would have no road crossing the Lauter until they reached Lauterburg, close to the Rhine, a dis-tance of seven or eight miles from Berzabern, and which a beaten army could hardly accomplish in the face of a greatly more numerous enemy without the loss of many guns and prisoners The more probable explanation appears to me that the Prussians, coming down from Geisberg, kept to the left of Wissemburg, and that the French remaining in Wissemburg kept them at bay until the French General was able to throw back his left wing to cover the lines of retreat for his right and centre, in which case Wissemburg itself would not have fallen into the hands of the Bavarians until the French had passed through it. This, supposing the other portion of the narrative to have been correctly stated, would appear to have been the most probable

in respect to the number of troops engaged, except as to the broad fact that the French were greatly outnumbered, it would be difficult to form tion. The French force was stated at 25,00 but I have no means of judging of the accuracy of the statement. Upon the Prussian side, according to their own telegrams, three corps d'armee were en-gaged. The peace footing of each corps d'armee may be put roughly at 25,000 men, the war footing at 50,000, or, with the addition of the Landwehr, at nearly 100,000 men. At present it may be assumed that the strength of each corps is 50,000 men; but at the same time is not probable that the whole force of each corps was engaged. If only half the strength of each corps was brought into action we should have a total of 75,000 men, in addition to which we know that a portion of the Guard was engaged, as the telegram mentioned the 1st Regiment of the Guard as having specially suffered. Making, there-fore, every possible deduction, it is evident that the fore, every possible deduction, it is evident that the Prussians must have had a force engaged at least double that at which the French division is estimated. The action, therefore, although an undoubted French defeat, cannot be considered as anything but creditable to French valor. All this is of course dependent upon the accuracy of the reports upon which my account of the battle is founded. At any rate, the strategy of the Crown Prince appears to have been brilliant and it annears probable. pears to have been brilliant, and it appears probable that the French will find themselves outgenerated throughout the campaign. As I am closing this, the news come in that the fighting continues to-day; that the Private are following in their successions. that the Prussians are following up their successes of yesterday, and that MacMahon's divisions are in full retreat upon Saverne. It is also stated that the wourded in the next train will be the first victims of to day's engagement.

MAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Conadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

hours:—
MORNING ACCOMMODATION.
At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:36 P. M.: arrives in Philadelphia at 9:25 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberiand Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

ing and Columbia Railroad trains for Columbia, etc POTTSTOWN AUCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:26 A. M. and 9:26 P. M., Returning, leaves Philadelphia at 5:15 P. M.; ar-

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:56 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 259 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at

7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.26 P. M.

Market train with a passenger con attached Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.25 P. M. These trains connect both ways with Sunday trains on Perktomen and Colebrookdale

Railreads. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 6:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:46 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD.

Passengers for Mount Pleasant and intermediate

points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7.00 and 11.00 A. M. 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at #00 A. M. and 5:00 P. M.,
passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad Express trains for
Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6:85 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 8:50 P. M. Sleeping cars accompany these trains through between Jersey City and

Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2 56 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and e:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets

to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 26 per cent. discount, between any points desired, for families

and firms.
MILLAGE TICKETS.—Good for 2000 miles, beween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, pine, or twelve months, for holders only, to all

points, at reduced rates.

OLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKE'S from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., ard for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:25 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond, BAGGAGE.—Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

EST CHESTER AND PHILADELPHIA RAIL On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:-- FROM PHILADELPHIA.

6.45 A.M., for B. C. Junction, stops at all stations. 7.15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. and stations on the r. and b. C. R. R. 9-40 A. M. for West Chester stops at all stations. 13-50 A. M. for B. C. Junction stops at all stations.

2°30 P. M. for West Chester stops at all stations. 4°15 P. M. for B. C. Junction stops at all stations. 4°45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-55 P. M. for West Chester stops at all stations.

6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
105 P. M. from B. C. Junction stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
605 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
900 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON BUNDAYS,
8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
Connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES:

1870 -FOR NEW YORK-THE GAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at S A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILEOAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 13 M., 2, 3:30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 8:30, and 6 T. M.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 6, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Elsh House.

The 11:36 P. M. line leaves from Market Street Ferry (upper side).

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12'30, 6'15, and 7'30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10'46 A. M., 12'30, 2'30, 5'15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New
York Express Lines, and at 11-30 P. M., Emigran

Line, via Jersey City.
At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schench's, Eddington, Cornweils, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9-30 A. M., 6-46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES, At 7:30 A. M. for Niagara Falls, Buffalo, Dun-At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

Mauch Chunk, Alientown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PROM MARKET STREET PERRY (UPPER SIDE),
The M. M. and 3-30 P. M. Lines leave from Walnut street wharf.
At 7 and 9 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M.,
and on Thursday and Saturday nights at 11-30 P.
M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2-15 and 6-30 P. M. for Lumberton and
Medford. At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberton. At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BAL-TIME TABLE. COMMENCING MONDAY, JUNE 8, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at \$500 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmay with Eastern Shore Ballroad, and road, at Delmar with Eastern Shore Railroad at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted). for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Con-Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's

deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elhton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philodelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and Intermediate Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6-46 A. M. and 4-00 P. M. will connect at Lamokin Junction with the 7-60 A. M. and 4-30 P. M. trains for Baltimore Cen-

rai Raliroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Maii; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkten, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:56 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828

Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transiar Company their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.

SPLENDID PALACE ON SPLENDID PALACE ON CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
BETWEEN PHILADELPHIA AND SANDY HOOK.
BOR TICKETS VIA PEMBERTON AND ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6'45 A. M. Accommodation and 4 80 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:20 P. M. Express.
The NARRAGANSET PT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York.....\$3:00 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W.
& B. R. R. Company, corner Broad street and Wash-

ington avenue—
For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chaid's Ford Junction with WILMINGTON & READING E. E. 4:3 RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaves. train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars rin within ene squere of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet, Orders lost at No. 901 Chesnut street, or No. 118 Market street,

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12-80 and 7-10 P
 Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P. M.

 Fast Line
 12 30 P. M.

 Erie Express
 11 00 A. M.

 Harrisburg Accommodation
 2 30 P. M.

 Lancaster Accommodation
 4 10 P. M.

 Parkesburg Train
 5 30 P. M.

 Cincinnati Express
 8 00 P. M.

 Erie Mail and Pittsburg Express
 10 30 P. M.

 Way Passenger
 11 30 P. M.

Way Passenger
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8
o'clock. Pittsburg Express, leaving on Saturday
night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M. at No. 118 Market street.

Market street.

Sunday Train No. 1 leaves Philadelphia at 8:46
A. M.; arrives at Paoli at 9:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.;
arrives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paoli at 4:50 P. M.; arrives at
Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEFOT.

Cincinnati Express

C

Paoli Accommodat'n, 5-50 A. M. & 3-30 & 6-40 P. M.
Parkesburg Train 9-00 A. M.
Fast Line and Buffalo Express 9-35 A. M.
Lancaster Train 11-55 A. M.
Erle Express 5-40 P. M.
Lock Haven and Elmira Express 9-40 P. M.
Pacific Express 12-29 P. M.
Harrisburg Accommodation 5-40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.

A. J. CASSATT,
4 29 General SuperIntendent, Altoona, Ps.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 15, 1870.
Sixteen Daily Trains leave Passenger Depot.

Sixteen Daily Trains leave Passenger Depot, orner of Berks and American streets (Sundays excepted), as follows:-7 vo A. m. (Accommodation) for Fort Washing.

ton.
At 7:25 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem. Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex

Railroads.

11 A. M. (Accommodation) for Fort Washington
1-15, 3-30, and 5-20 P. M., for Abington.
1-45 P. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown. At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Manch Chunk. 4-16 P. M. (Mail) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8:00 and 11:80 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9 20 and 11:20 A. M., 3:10 and

Abington at 2.35, 4.55, and 6.45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Loylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M. and 7:00 P. M.
Loylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4:00 P. M.
Fort Washington for Philadelphia at 9:30 A. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

THILADELPHIA, GERMANTOWN AND NOR-

DHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M.,

1, 2, 2%, 3%, 8%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9, 10-05, 11,

12 P. M. 12 P. M.

i.eave Germantown 6, 6.55, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 16, 11 P.M.

The 8-20 down train, and 2%, 33%, and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4.08, 7, and 10% P. M. Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 3%, 5%, 7, 9, and 11 P. M. Leave Chereut Hill 7-10, 8, 9-40, and 11-40 A. M., Leave Chesaut Hill at 7-50 A. M., 2 and 17-40 A. M., 1-40, 3-40, 6-40, 6-40, 8-40, and 10-40 P. M.

UN SUNDAYS.

Leave Chesaut Hill at 7-50 A. M., 2 and P. M.

Leave Chesaut Hill at 7-50 A. M., 12-40, 5-40, and

Passengers taking the 6.55, 9-A. M., and 6% P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 4%, 6, 5%, 6%, 806, 10, and 11% P. M.
Leave Nerristown 5%, 6-25, 7, 7%, 8-50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 21%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 4%, 6, 6%, 6%, 806, 10, and 11% P. M.
Leave Manayunk 6, 0-55, 7%, 8-10, 9-20, and 11%
A. M., 2, 31%, 5, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

UN SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
PL's MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Phymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's Lane. The 6 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken. Oreen Tree, and Conshohocken.

Passengers taking the 7, 9-06 A. M. and 614 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9% A. M. and 6 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M.,
CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M.,
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,

General Superintendent

AUD FION BALER. M. S. FOURTH STREET, NOS. 189 AND 14

Sale at the Auction Rooms.

SUPRRIOR HOUSEHOLD FURNITURE, PIANOS, MIRRORS, BEDDING, CHINA, GLASS WARE, WALNUT OFFICE FURNITURE, REFRIGERATORS, SEWING MACHINES, STOVES, FINE CARBETS ETC.

CARPETS, ETC.
On Thursday Morning, 18 23 2
Aug. 25, at 9 o'clock, about 600 lots superior hou THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street: rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERB

CASH AUCTION HOUSE,
No. 280 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra
charge.

CONCERT HALL AUCTION ROOMS, No. 1919
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furiture at dwellings.
Public sales of furniture at the Auction Rooms. to. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale BUNTING, DURBOROW & CO., AUUTIONEERS, D Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS.
On Thursday Morning, [8 19 5t,
August 25, at 10 o'clock, on four months' credit.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning,
August 26, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 8 20 5t

IMPORTANT SPECIAL SALE OF 400 CARTONS BONNET AND SASH RIBBONS. On Monday Morning, August 29, at 10 o'clock, on four months' credit,

embracing full lines of fresh goods, of a well-known importation, 150 PIECES MILLINERY VELVETS AND PLUSHES, in black and the most desirable colors and latest

shades, just landed.
LYONS SATINS, in black and rich fall colors, silk and linen backs.
AlSO,
An invoice of rich French feathers.

8 23 56

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor.

Sale at the Auction Rooms, No. 704 Chesnut street, VERY SUPERIOR ROUSEHOLD FURNITURE, Rosewood Piano-forte, Elegant French Piate Mirrors, Handsome Chamber Suits, Bookcases, Carpets, Bedding, Etc. (From Families Declining Housekeeping or Moving.)

On Wednesday Morning, August 24, at 16 o'clock, at the auction rooms, No. 704 Chesnut street, an excellent assortment of household furniture.

Sale at No. 616 Spruce street.
CHOICE ANTIQUE FURNITURE.
THE SELECTION OF MR. WM. KULP.
On Monday Morning,
Aug. 29, at 10 o'clock, by catalogue, at No. 616
Spruce street, a selection of choice Annual Furniture, including. Three especially flux high conture, including—Three especially fine high ciss clocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and artique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match;

O S E P H P E N N E Y,
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY GEORGE W. ANDERSON. H. C. STUCKE, THOMAS ANDERSON & CO. AUCTIONEERS (Established 1836).

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All auction sales excigsively for cash.

Consignments solicited for anotion or private sales.

Regular anotion sales of boots, shoes, and bats of

Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 5m] RAILROAD LINES. PHILADELPHIA AND ERIB RAILROAD,
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West
Philadelphia.

WESTWARD. MAIL TRAIN leaves Philadelphia
"Williamsport - 800 A. M.
arrives at Erie - 740 P. M.
ERIE EXPRESS leaves Philadelphia 10:50 A. M.
"Williamsport - 8:16 P. M.
"Williamsport - 7:25 A. M.
ELMIRA MAIL leaves Philadelphia - 7:50 A. M.
"Williamsport - 6:00 P. M.
"Brives at Lock Haven 7:20 P. M.
BALD EAGLE MAIL leaves Williams BALD EAGLE MAIL leaves Williamsa port - ----Haven . . 2.45 P. M.

CAMDEN AND ATLANTIC RAILROAD. | Returning leave Atlantic | S 25 P. M. | Mail | 4 25 P. M. | Freight (with passenger car) | 11 20 A. M. | Express (through in 1 ½ hours) | 7 24 A. M. | Atlantic Accommodation | 6 06 A. M. |

For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10.15 A. M.

ion.
Additional ticket offices have been located at No.

895 Chesnut street and No. 116 Market street for the sale of through tickets only.

l'assengers are allowed to take wearing apparei only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,

Corn Exchange Bag Manufactory JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sta

BOPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand, Also, WOOL SAUKS.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 26 NOATH WHARVES

NO. 21 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL.
ELWAR CATTELL.